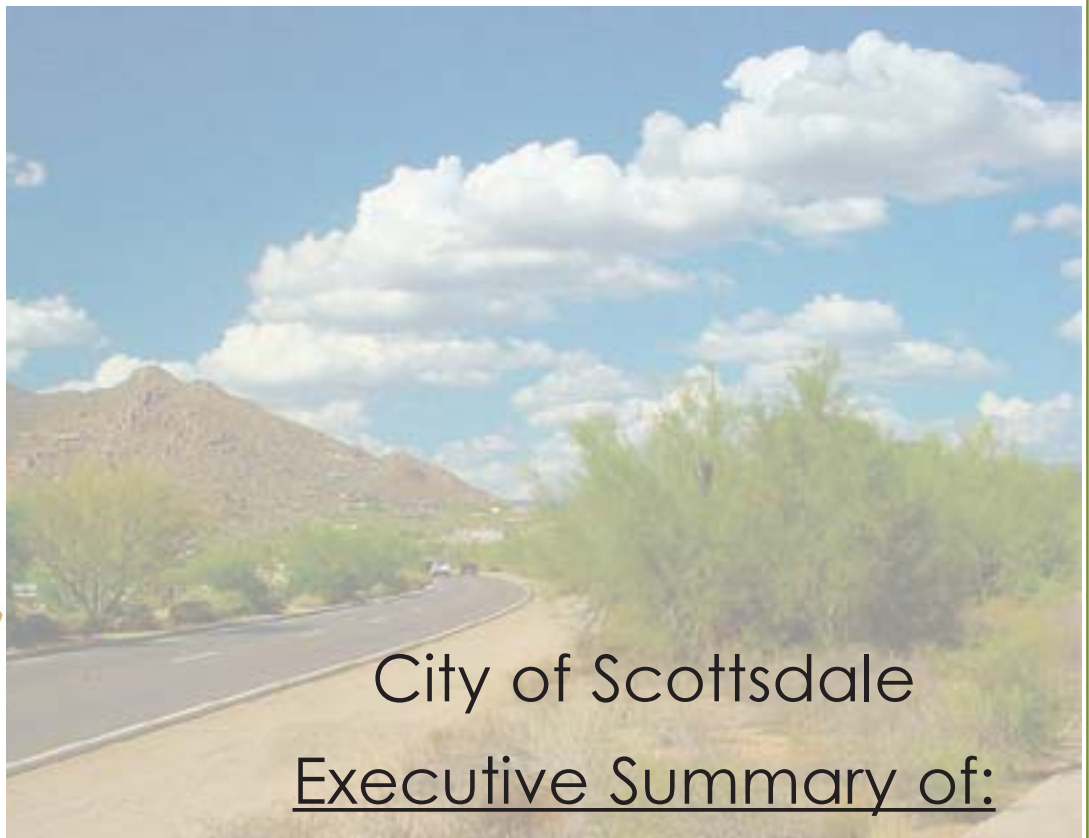


SCOTTSDALE  
SENSITIVE  
DESIGN  
PROGRAM



City of Scottsdale  
Executive Summary of:  
**Scenic Corridor  
Design Guidelines**



## Scenic Corridor Design Guidelines

### Executive Summary:

(see full guideline document for details and interpretations)

#### What are Scenic Corridors?

Scenic Corridors are major thoroughfares designated by the City's General Plan to have scenic desert landscape setbacks that provide a sense of openness for the community.

#### Why does the City designate Scenic Corridors?

Scenic Corridors are designated to:

- Preserve or encourage the restoration of the natural setting along the roadway
- Provide views of nearby landforms
- Allow for connectivity of non-vehicular travel buffered safely from vehicular traffic
- Visually link to vista corridors along major washes and other significant open space
- Buffer adjacent land uses from the adverse affects of traffic along a major roadway

#### Where are the designated Scenic Corridors?

1. **Carefree Highway** (west from Scottsdale Road to the City's western boundary — 2 miles)
2. **Cave Creek Road** (northeast of Pima Road to the City's northeast boundary — 3.5 miles)
3. **Dynamite Boulevard** (east from 56<sup>th</sup> Street to the City's eastern boundary — 10.5 miles)
4. **Pima Road** (north of the 101- Loop to Cave Creek Road — 11 miles)
5. **Scottsdale Road** (north from Frank Lloyd Wright to Carefree Highway — 11 miles)
6. **Shea Boulevard** (Pima Freeway east to the City's eastern boundary — 9 miles)

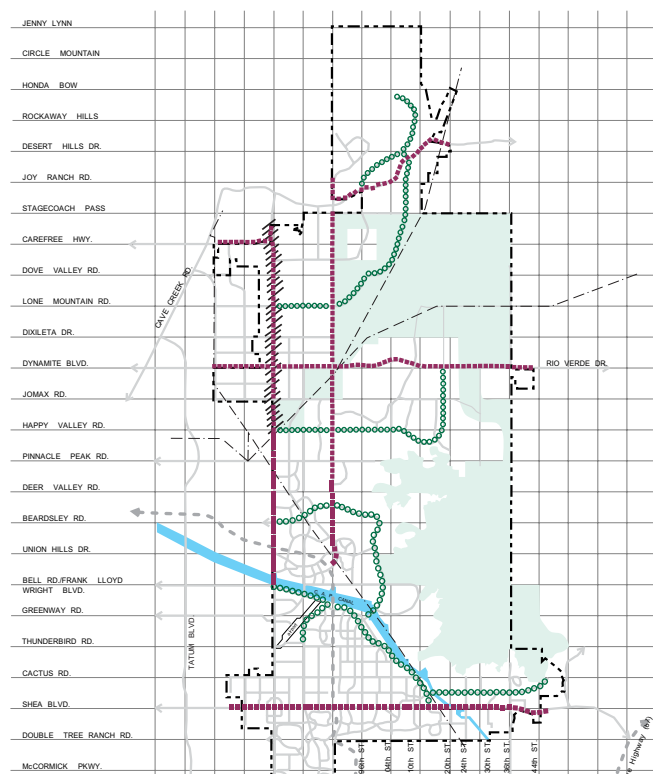
#### What are the Scenic Corridor Design Guidelines?

The *Scenic Corridor Design Guidelines* are policies, standards, details, and concepts that are to be used to establish the health, safety, welfare, quality and character of physical improvements along roadways designated by the City of Scottsdale's General Plan. These policies create the basis for visual character within and along these major roadways having a particular emphasis on retaining and displaying the native desert and traditional southwest cultural heritage of the area.

### Two Formats of the Scenic Corridor Design Guidelines:

**1. General Overarching Guidelines:** The principle idea is to achieve minimum visual impact of the built environment on the natural desert setting. This concept is embodied in the *Scottsdale Sensitive Design Principles*.

**2. Specific Scenic Corridor Design Guidelines:** Second are a set of design guidelines that are more specific regarding the components of the scenic corridors; the right of way corridor, the scenic desert landscape setback, edges, and intersections are provided to guide specific points of development.



Scenic Corridor Map

■■■■ Scenic Corridor  
 ■■■■ Desert Foothills Scenic Drive-  
 ■■■■ Scenic Corridor  
 ○○○○ Buffered Setbacks/Parkway  
 ■■■■ Recommended Study Boundary of the  
 McDowell Sonoran Preserve  
 - - - - City Boundary  
 Locations depicted on this map are generalized



## Two Different Design Character Along Scenic Corridors:

### 1. *Preservable/Rural/Low (to moderate)*

**Density Residential:** Certain portions (generally northern and eastern) of the corridors have historically remained in a rural, semi-native state, and are planned for lower density land use impacts such as single-family large lot residential. These areas include:

- i. Carefree Highway
- ii. Cave Creek Road
- iii. Scottsdale Road north of Happy Valley Road
- iv. Pima Road north of Deer Valley Road
- v. Shea Boulevard east of the CAP Canal
- vi. Dynamite inclusive (to date)

**The basic design guideline implementation strategy for these areas should be preservation or re-establishment of the natural organic setting**

### 2. *Compromised / High Activity /*

**Commercial:** Much of the desert plant materials in these areas are diminished or disfigured past the point of reasonable preservation efforts. Additionally, these areas may have or may be planned for higher impact land uses that will require substantial disturbance of the scenic setback areas. Examples of these areas include:

- i. Shea Boulevard west of the CAP Canal
- ii. Scottsdale Road south of Happy Valley
- iii. Pima Road south of Deer Valley

**The basic design guideline implementation strategies for these areas should be revegetation of native plant materials, reshaping of topography, and implementing more organized, structured suburban qualities of improvements.**



## **Specific Design Guidelines for the Components of Scenic Corridors:**

(Abbreviated version—see full design guidelines for more information)

### **Right of Way Cross-Section Model:**

- **Modified Parkway cross section** found in the City of Scottsdale's Design Standards & Policy Manual (DS & PM)



- **Width:** Planned ultimate should be a minimum of 150' or a minimum of 75' each side of centerline. Exceptions: Cave Creek Road and Carefree Highway widths should be a minimum of 126' or a minimum of 63' each side of centerline.
- **Access** should be limited to half mile and quarter mile access points.
- **Median:** There should be a raised median of 24' in width.
- **Bicycle Lanes:** Should be provided each direction at the outer pavement edge.
- **Pavement Edge & Clear Zone:**
  - Rural / Preservation Character:**
    - rolled curb and gutter (integrally colored)
    - graded recovery shoulder.
    - Shrub and ground cover placed directly adjacent to the back of shoulder.
    - Centers of trees, saguaro cacti, boulders, etc... 14' from the back of curb.
    - Street hardware- follow local interpretations of the *AASHTO Roadside Design Guide*.
  - High activity / Commercial Character:**
    - vertical curb and gutter (integrally colored)
    - Centers of shrubs and ground cover 1/2 diameter of the specific plant type behind the back of curb.
    - Centers of trees, and Saguaro cacti placed no closer than 10' from the back of curb.
    - Street hardware- follow local interpretations of the *AASHTO Roadside Design Guide*.

- **Street Hardware:** All new or replaced power poles, light poles, signal poles, mast arms, railings, grilles, and other street hardware should be finished to match one of the below:

- **Core-tin** steel, or

- Painted to match rusted metal, or
- Steel finished to appear forged, hammered generally having a stained distressed or patina/antiqued appearance (Not painted black), or
- Painted to match "Western Reserve" by Frazee 8716N, or
- Other finish approved by the City of Scottsdale's Planning and Development General Manager

**Exceptions:**

- **Where a different color or finish has been approved by an existing streetscape plan, such as Shea Blvd.**
- **Accent colors used for details as approved by the General Manager of Planning and Development.**
- **Utilities:** Underground preferred. All above ground should be finished as described in street hardware section above.

### **Scenic Desert Landscape Setback:**

- **Minimum Setback Width:** 100' minimum width measured from back of right of way (some exceptions may apply).
- Scenic Setback may be used as **NAOS**
- Scenic Setback may be counted as required **Open space**
- **Development limited to:**
  - Revegetation
  - Non vehicular travel ways
  - Regional drainage structures
  - Limited cross-access
  - Limited signs (allowed by ordinance)

- **Landscape:**

**Preservable/Rural Landscape Character:**

Natural native desert pallet of trees, shrubs and ground covers at densities matching surrounding undisturbed desert.

**Compromised/High-Activity/Commercial Landscape Character:**

Natural native desert (or regionally compatible) pallet of trees, shrubs and ground covers grouped and arranged to create interesting patterns, textures and other structured design forms.

- **Multi-use Paths, Walks, & Trails:** Preferred location in Scenic Desert Landscape Setback in a gradual meandering alignment.

**Rural / Preservation Character:** 8' to 10' wide stabilized D.G. combined use.

**High activity / Commercial Character:** 8' to 10' integral colored concrete with separate D.G. trail.

- **Drainage Structures:**

- **Detention basins** should not be placed within the scenic landscape setback, unless they are part of a regional drainage solution
- **Channels** should be rounded to blend with the natural form of the terrain, and should be built to recreate a natural arroyo or wash.
- **Drainage Structures** should be constructed with materials possessing deep desert color tones and textures. Colors should be darker than the native soil.
- **Retention walls** of channels should not be greater than 4' in height, or should be stepped in increments of less than 4'.
- All construction cuts should be treated with **desert varnish**, and all channel edges should be **revegetated**.

- **Scenic Desert Landscape Setback Easement:**

- **Conveyed** to the City & recorded during development.
- **General access easement right** included for non-motorized ingress & egress for setback area.

### **Development Edges at Scenic Setback:**

- **Edge Development Forms:**

- Should be low and built into the natural topography.
- Rigid long straight forms parallel to the right of way are discouraged.
- Horizontal and vertical movement of the forms along this development edge is encouraged.

- **Elements that might be found along this edge include:**

- Meandering low development wall
- Single story structures with non-orthogonal orientation
- Low understated development entry signs
- Additional native desert landscape screens



- **Development Walls at the Edge of the Scenic Desert Landscape Setback:** The following is a list of preferable situations in terms of enhancing the meaningful visual open space:
  1. No visual fence barrier
  2. Individual site walled development envelopes
  3. Low non-orthogonal, organic development walls that follow the criteria listed below.
  4. No walls should be in scenic setback.

**Wall Alignment:**

- Gradually meander horizontally (ideally following topography changes).
- Long straight uninterrupted lengths discouraged.
- Move around large plant specimens or landform features.
- Should not cross wash channels

**Wall Height:**

- Designed so that they are perceived visually to be as low as possible.
- Residential districts -no higher than 6' to 8' from grade at the street face.
- Commercial districts -should not exceed 10' in height.
- A wall/ berm combination may be used to achieve higher screening.
- Walls are encouraged to vertically roll with the topography.

**Material & Color:**

- Prefabricated interlocking pilaster type CMU or similar systems are strongly discouraged.
- CMU (non interlock system) finished with stucco and rounded edges, integral colored or painted split face CMU, adobe, and or native stonework are preferred materials for walls.
- Colors should be deep desert earth tones and should have a light reflectivity value (LRV) of not greater than 35%. Colors should blend with the natural desert setting.
- View fence and openings that allow wildlife passage are strongly encouraged.

**Regional Feature Crossings and Intersections:**

- **Washes:** Should be left in natural state and open for wildlife egress and visual access. Pay particular attention to *Vista Corridors*.
- **Intersection** development design should include:
  - Deep corner cut-off set backs
  - Interesting compositions of native desert landscape
  - Open corners that visually extend desert features and mountain vistas and or views to interior natural open space within a development.
  - A particular attention should be paid to the organization and screening or camouflaging of any utility riser or other built environment element.

**Closing Statements:**

The contents of this document are the result of a citizen driven effort to protect our natural desert beauty found along some of our communities most heavily traveled and historic roadways. The efforts have spanned over 4 decades. During that period rapid growth has greatly changed the original character of much of these corridors.

Today, this document hopes to provide a guide to retain what little is left and to re-establish what has been lost. This document is only a guide, it will still be up to our policy makers and citizens to put forth the willingness and effort needed to carry out the goals of keeping Scenic Corridors a part of Scottsdale's admirable character.





City of Scottsdale

# Scenic Corridor Design Guidelines

## **SCOTTSDALE CITY COUNCIL:**

Mary Manross, Mayor  
Wayne Ecton                      Ned O'Hearn  
Robert Littlefield              David Ortega  
Cynthia Lukas                  Tom Silverman

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Charles Lotzar, Commission Member              Raymond Potter, Vice Chairman  
E.L. Cortez, Design Member                      Michael Schmitt, Design Member  
Anne Gale, Development Member              Mark Soden, Design Member

## **PARTICIPATING COMMISSIONS:**

Planning Commission  
Transportation Commission  
McDowell Sonoran Preserve Commission

February 20, 2003  
City of Scottsdale  
Planning & Design Services  
Department of Planning and Development Services